(c) This being a new line for commuter traffic for development of New Bombay, it is for the State Govt. of Maharashtra to initiate action in the matter.

Master Plans submitted by Brahmaputra Board

853. DR. NAGEN SAIKIA: Will the Minister of WATER RESOURCES be pleased to state:

(a) whether on the basis of the Master Plans submitted by the Brahmaputra Board in 1986, the project reports have been worked out;

(b) if not, by when it is likely to be done; and

(c) what would be the estimated cost for both the Dihang and Subansiri Project?

THE MINISTER OF WATER RESOURCES (SHRI VIDYACHARAN SHUKLA): (a) and (b) The Project Report for Pagladiya Dam has been prepared for appraisal. Others will be taken up after completion of investigations and studies.

(c) The estimated cost of Dihang and Subansiri Dam Projects at 1988 price level are Rs. 12,170 crores and Rs. 3,200 crores respectively.

दिल्ली से पटना तथा पटना से दिल्ली के बीच द्रुतगामी रेल चलाने का प्रस्ताव

854. श्री रजनी रंजन साहू : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या पटना से दिल्ली तथा दिल्ली से पटना के बीच शताब्दी मेल जैसी द्रुतगामी रेल आरम्भ करने के संबंध में कोई प्रस्ताव सरकार के विचाराधीन है ; और

(ख) यदि हां, तो इसे कब कार्यान्वित किया जायेगा और यदि नहीं, तो इस संबंध में क्या अड़चनें हैं?

रेल मंत्रालय में राज्य मंत्री (श्री मल्लिकार्जुन) : (क) और (ख) दिल्ली/नई दिल्ली—पटना के बीच चलने वाली 8 जोड़ी गाड़ियों के अलावा 2-10-90 से नई दिल्ली—पटना के बीच एक जोड़ी सुपरफास्ट गाड़ी अर्थात् 2401/2402 श्रमजीवी एक्सप्रेस चलाई गई है। मौजूदा सेवायें पर्याप्त होने तथा परिचालनिक और संसाधनों की तंगियों के कारण नई दिल्ली-पटना के बीच शताब्दी किस्म की गाड़ी चलाने का फिलहाल कोई प्रस्ताव नहीं है।

Transportation of Iron Ore from Hospet-Bellary Section

855. SHRI J. P. JAVALI: Will the Minister of RAILWAYS be pleased to state:

(a) as to the quantity of Iron Ore from Hospet-Bellary section moved by Railways at Special point-to-point rates for export to Madras Harbour and to Kudchire (Old Sanvordem-Curchorem, Goa) during 1988-89, 1989-90 and 1990-91;

(b) how much burden has been suffered by the Railways compared to normal tariff on account of point-to-point; and

(c) whether the loss to the railways being made up through subsidy or any other means by the Ministry of Commerce or by the Ministry of Steel and Mines?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) and (b) The quantum of Iron Ore for export carried by by rail from Bellary-Hospet setcion to Madras and Goa and the estimated revenue forgone in relation to normal tariff rates